

CLASSIFICATION RESTRICTED
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

STAT

CD NO.

COUNTRY Yugoslavia

DATE OF
INFORMATION 1951

SUBJECT Transportation - Water

DATE DIST. 18 Jul 1952

HOW
PUBLISHED Monthly periodicalWHERE
PUBLISHED Rijeka

NO. OF PAGES 3

DATE
PUBLISHED Jul 1951

LANGUAGE Serbo-Croatian

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
 OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 18
 U. S. C. 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
 OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
 HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Pomorstvo, Vol VI, No 7, 1951.

CARGO TRAFFIC IN CROATIAN HARBORS

The Croatian harbors discussed in this article include mainly Novi, Senj, Sveti Juraj, Jablanac, and Karlobag. Bakar is already included in the Rijeka harbor system, Karljevica is completely devoted to shipbuilding, while Crkvenica is exclusively a tourist harbor.

Croatian harbors are not generally mechanized, not even to the extent called for by their trade capacity. To a degree this is justified, since the daily volume of loading and unloading of cargo is very small. Much of the cargo transport is handled by coastal motor sailing ships, motor ships, and other coastal vessels whose cargo space answers the needs of the trade capacity of the harbors. The average monthly traffic in the last 5 years has been from 3,000 - 3,500 tons. Furthermore, trade takes place along dock facilities which were built under Austro-Hungarian rule, and, in general, there is no need to enlarge them. The basic need is to dredge the harbor bottoms and maintain the docks in good condition.

Trade in Croatian harbors showed appreciable growth even in the first post-war years. If trade in 1945 and 1946 which consisted chiefly of transport of foodstuffs is disregarded, a comparison of trade in 1939 and 1947 shows the following:

- 1 -

CLASSIFICATION		<u>RESTRICTED</u>											
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB		DISTRIBUTION									
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI											

RESTRICTED

STAT

1939

<u>Harbor</u>	<u>No</u>	<u>Incoming Ships</u>		<u>Cargo Traffic</u>			
		<u>Net Reg Tons</u>	<u>Inter- transport</u>	<u>Import</u>	<u>Export</u>	<u>Total</u>	<u>Pass Traffic</u>
Novi	1,973	250,571	3,305	--	3,811	7,116	28,631
Senj	1,734	241,241	7,396	--	7,319	24,715	32,191
Sveti JuraJ	712	76,156	5,874	-	10,487	16,365	5,959
Jablanac	623	76,282	821	--	1,634	2,455	4,427
Karlobag	626	76,135	875	--	1,264	2,139	5,173

1947

Novi	1,068	70,841	5,628	--	1,007	6,635	30,155
Senj	1,052	59,550	9,601	--	520	10,121	57,091
Sveti JuraJ	870	54,237	13,123	--	2,354	15,477	21,935
Jablanac	675	46,456	2,984	--	--	2,984	20,057
Karlobag	393	23,896	1,251	--	838	2,089	6,061

Taking 1947 as 100, cargo traffic in the port of Novi for 1947 was 158 in 1948, 228 in 1949, and 266 in 1950. Cargo traffic in Sveti JuraJ Harbor was 100 in 1948, 150 in 1949, and 72 in 1950. Jablanac and Karlobag harbors also show an appreciable increase, but it is far less than for the harbors mentioned.

Most of the traffic consists of the transport of fabricated lumber to Rijeka and large export ports nearby, and of firewood to nearly all ports on the islands and on the Dalmatian coast. Sveti JuraJ Harbor has the largest foreign trade. The postwar cargo trade of Sveti JuraJ Harbor has been as follows:

Cargo Traffic
(tons)

<u>Year</u>	<u>Total</u>	<u>Inter- transport</u>	<u>Import</u>	<u>Export</u>
1946	6,941	6,941	--	--
1947	15,477	13,123	--	2,354
1948	31,994	19,374	--	12,620
1949	37,263	20,071	--	17,192
1950	26,386	14,722	--	12,189

- 2 -

RESTRICTED

RESTRICTED

STAT

The increased cargo traffic in other ports has been due to greater exploitation of forests in the Velebit Mountains. Expanded lumber operations have led to the greatest possible use of road facilities and receiving stations in the vicinity of the harbors.

Lumber operations in Krasno (24 kilometers from Sveti Jura), in the Stirovaca forest (33 kilometers from Jablanac), and in Jasenak and Velika Kapela (40 kilometers from Novi) especially have resulted in greater loads of processed and raw lumber at the nearest harbors. Continued operation of these harbors depends on the proper exploitation of timber areas in the future.

Tourism did not reach its prewar volume by 1950, the increased passenger traffic being due to travel of business and working people.

Because of the stationary condition of traffic in the harbors of Croatia, it can be presumed they will retain the position of second-class harbors, handling cargoes in intertransport and exporting only to the western Adriatic coast.

- E N D -

- 3 -

RESTRICTED